



Keystone Project

WSF Project Update
Summer 2006

WHAT'S INSIDE:

- Summary of Comments Received During Scoping
- Description of Alternatives Being Studied for Keystone
- Project Timeline and Next Steps
- Port Townsend Ferry Terminal Preservation and Improvement Project Update

Comments Help Shape the Keystone Project

Since 2003, comments from individuals, community groups, permitting agencies and tribes have helped shape plans for the Keystone Ferry Terminal. Washington State Ferries (WSF) recently completed a 30-day environmental scoping comment period. Between March 28 and April 28 we asked for comments on alternatives for Keystone and the range of issues that should be studied in the Environmental Impact Statement (EIS). During this time we received over 60 comments via mail, e-mail and at public and agency scoping meetings. These comments will be used to help guide preparation of a Draft EIS. The EIS, part of a process required by the State Environmental Policy Act (SEPA), will weigh the environmental impacts of the different alternatives being considered. The Draft EIS will be available for review and comment in Spring 2007, and at this time we will also hold a public open house.

The Keystone Project is needed to...

- Replace the 79-year old Steel Electric class vessels, which are nearing the end of their useful life.
- Preserve or replace deteriorating wooden terminal structures.
- Expand vehicle holding capacity and reduce queuing on local roads.
- Accommodate projected growth and increased ridership demand.
- Improve operational reliability and reduce cancelled sailings.



**Washington State
Department of Transportation**

What did we hear?

WSF thanks everyone who provided comments during scoping. We invited comments on the proposed project alternatives, other alternatives we should consider, the project's purpose and need and environmental issues that we should study in the EIS. Over 60 comments were submitted. They will be considered as WSF develops a Draft EIS for Keystone.

“I just hope we can preserve this area and not let more car and truck traffic distract from the beauty.”
- Scoping Comment Submitted April 2006



We heard comments on:

- Marine habitat on and around the Keystone jetty and impacts to the dive park
- Vessel size and sailing frequency
- The impact of ferry traffic in Coupeville and on local streets (especially around Coupeville schools)
- Queuing and holding at the ferry terminal
- Impacts to the Fort Casey State Park camping area
- The importance of keeping Keystone Spit and Crockett Lake untouched to preserve habitat and views
- Preserving the unique character of Ebey's Landing National Historic Reserve
- Studying other options outside Keystone Harbor to make sure the EIS is balanced and weighs the impacts of both in and out of harbor options

We received comments from residents of Coupeville and Port Townsend, permitting agencies and tribes. In addition to comments from individuals, we received scoping comments from:

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| • Tulalip Tribes | • Washington Scuba Alliance |
| • Washington State Department of Ecology | • Port of Port Townsend |
| • Ebey's Landing National Historic Reserve Trust Board | • Whidbey Audubon Society |
| • Swinomish Tribe | • Whidbey Environmental Action Network |
| • Washington State Department of Fish & Wildlife | • Island County Marine Resource Committee |
| • Island County Board of Commissioners | • U.S. Army Corps of Engineers |
| • Washington State Parks Commission | • Washington State Patrol |
| • National Park Service | • U.S. Environmental Protection Agency |
| | • Port Townsend Chamber of Commerce |

The full scoping summary, including complete text of all comments, is available online at:
www.wsdot.wa.gov/ferries/projects/keystoneharbor

Out-of-Harbor Alternative Added

WSF Responds to Comments from Agencies, Tribes and Others on Need for Thorough Analysis

During the scoping period, permitting agencies and tribes (including the U.S. Army Corps of Engineers, Washington Department of Fish and Wildlife, the National Park Service, and the Swinomish Tribe) asked WSF to study an alternative outside Keystone Harbor. Commenters noted the need to compare a wide range of alternatives in order to ensure a balanced Environmental Impact Statement (EIS). WSF's technical team screened several locations along Admiralty Inlet before selecting a site east of Keystone Spit (see photo below) as the most feasible. This location will be considered along with the four other terminal and vessel alternatives that were presented during the scoping period.

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“The process requires a complete, balanced analysis that weighs the impacts of both in and out of harbor options — in-harbor options may have impacts that the out-of-the-harbor option doesn't, and without studying them, sound environmental decisions cannot be made.”

*- Scoping Comment Submitted
April 2006*

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Keystone Project Alternatives

The following alternatives will be studied in the Environmental Impact Statement*:

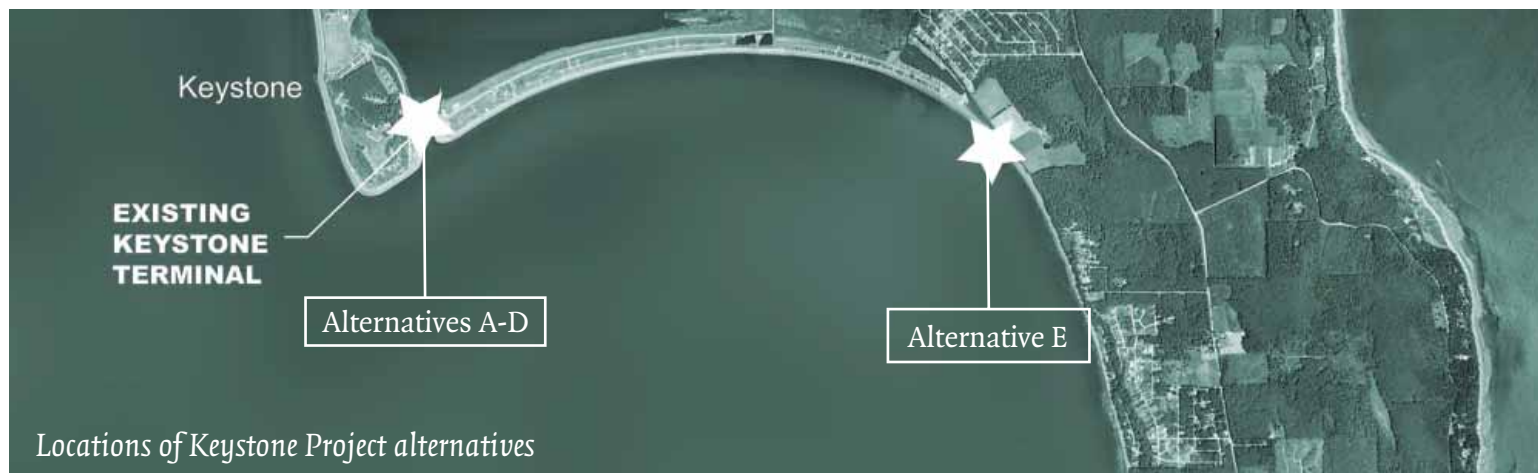
- A** Relocate the jetty 300 feet to the east and widen the harbor to accommodate a larger vessel. The larger vessel would have a capacity of between 124-144 vehicles.
- B** Extend the jetty 600 feet into the water and widen the harbor to the west to accommodate a larger vessel. The larger vessel would have a capacity of between 124-144 vehicles.
- C** Use the existing harbor and acquire new, unique vessels with a special propulsion system that would allow them to operate in the existing Keystone Harbor.
- D** Use the existing harbor and terminal and acquire new vessels that are similar in size to the existing Steel Electrics (approximately 65-car capacity).

- E** Relocate the terminal to a site east of the existing terminal and Keystone Spit. The relocated terminal would be built to accommodate a 124-144 vehicle vessel.
- F** No action alternative.

All of these alternatives:

- Provide the opportunity to integrate the terminal design with the area's natural historical setting.
- Include terminal preservation work and expanded vehicle holding.
- Replace the existing terminal's creosote-coated timber berthing structures.

★ Detailed drawings of each alternative are available on the project Website at: www.wsdot.wa.gov/ferries/projects/keystoneharbor



The Vessel Decision

Today, the Keystone-Port Townsend route is the only route with frequent cancellations due to currents and tides. WSF cancelled 239 sailings in 2005 because of tidal conditions in Keystone Harbor that made it impossible to bring a ferry into the terminal. The aging Steel Electric class vessels that operate on the route are the only vessels in the fleet that can fit in Keystone's narrow entrance and shallow harbor. These vessels are almost 80 years old and need to be replaced.

No decision has been made about what vessels will replace the Steel Electrics on the Keystone-Port Townsend route.

The Keystone Project EIS will include analysis of three different vessels. The vessels being considered are:

1. 124-144 car Issaquah class vessel (currently exists in the system)
2. 100-car special propulsion vessel that can operate in the existing Keystone Harbor (would be built solely for Keystone-Port Townsend).
3. New vessels similar to the Steel Electrics, but built to current U.S. Coast Guard standards. This vessel would hold approximately 65 cars (would be built solely for Keystone-Port Townsend).

What's planned for the Port Townsend Ferry Terminal?

The Port Townsend Ferry Terminal Preservation and Improvement Project is needed to fix aging timber structures and accommodate future growth. The project team needs to know which vessel will operate on the Keystone-Port Townsend route before they can complete the final design for the Port Townsend Ferry Terminal. The vessel decision will determine placement of the outer berthing structures.

Key features of the proposed terminal design include:

- Extending the dock 180 feet in order to create more vehicle holding area on the dock.
- Relocating Rotary Park to the opposite side of the terminal entrance to enhance beach access and improve vehicle offloading by making exit lanes straighter and wider.
- Moving the tollbooths side-by-side in order to speed up the ticketing process and move cars into the terminal faster.
- Creating a remote holding area along SR 20 (adjacent to Boat Haven) so waiting vehicles do not block traffic during peak times. This involves shifting the roadway and adding a bike/pedestrian path behind the poplar trees.

WSF is currently completing studies, or "discipline reports," on environmental impacts of the Port Townsend project. Results from these discipline reports will be presented at a public open house in Fall 2006.

For more information:

Visit: www.wsdot.wa.gov/ferries/projects/PtTownPreserv

Email: PortTownsendProject@wsdot.wa.gov

Call: Hadley Greene, WSF (206) 515-3913



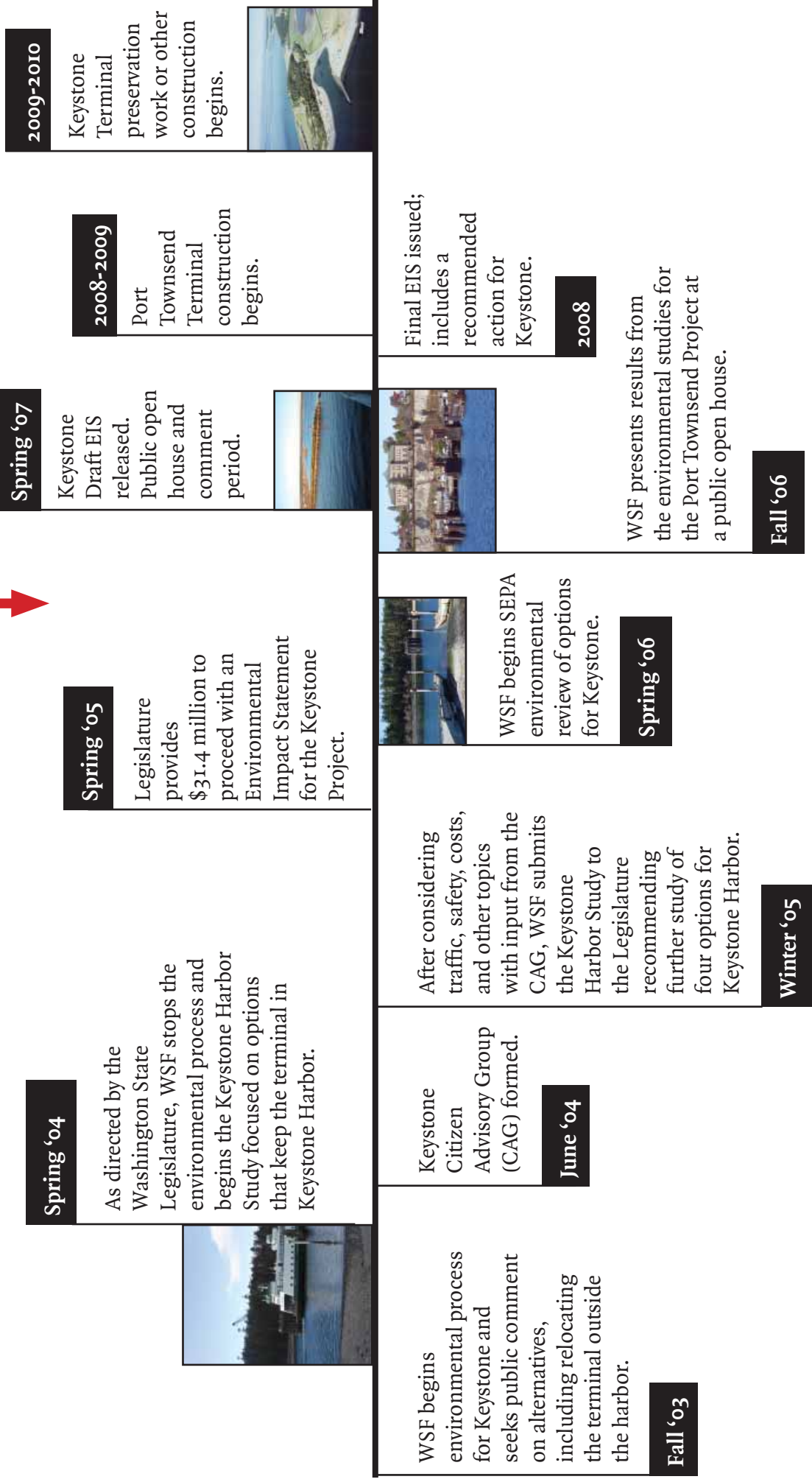
Existing view of Port Townsend Ferry Terminal



Conceptual view of planned Port Townsend Ferry Terminal

Keystone Project History & Next Steps

We Are Here



We welcome questions and comments at any time

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Visit the Website:

www.wsdot.wa.gov/ferries/projects/keystoneharbor

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